

# Multimodal Real-Time Transportation Information Screens in Arlington County

**Applicant:**  
 Arlington County

**Proposed Opening Date:**  
 January 1, 2017

**Description:**

This project includes the purchase, configuration and installation of up to 50 multimodal real-time transportation information screens in locations along the Rosslyn-Ballston Metrorail corridor. These screens would be similar to those currently located in several locations in Arlington County and would provide dynamic information on Metrorail, Metrobus, and Arlington Transit arrivals; travel times to various locations on I-66; toll rates for the I-66 high-occupancy toll (HOT) lanes; bicycle capacity at Capital Bikeshare stations; Zipcar availability; and news updates including delays or emergency issues. Screens would be placed at the unequipped East Falls Church, Virginia Square-GMU, Clarendon, and Court House Metrorail stations; high-utilization bus stops; and in residential and office buildings in the Rosslyn-Ballston corridor. The screens will provide commuters with comprehensive, up-to-the-minute information on all travel choices to help them make informed transportation decisions. These screens will help to increase the use of transit and transportation demand management (TDM) being proposed for I-66 funding such as the proposed new Capital Bikeshare stations at the East Falls Church Metrorail Station.

**Multimodal Transportation Improvement Type:**



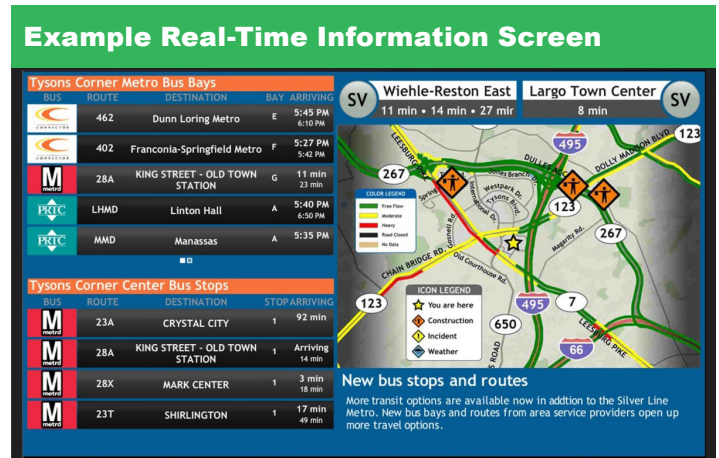
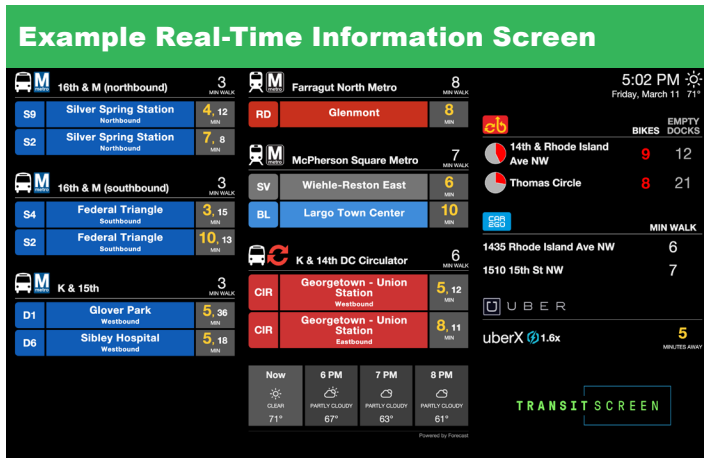
Transportation Demand Management

**Benefit to Tollpayers:**

This project will benefit the toll-paying users of I-66 inside the Beltway by providing real-time information on toll rates and multimodal commuting options, thereby removing vehicles from I-66 and surrounding roads and helping ease congestion.

**Documented in:**

Arlington County Commuter Services Strategic Plan  
 VDOT 2012 I-66 Multimodal Study Inside the Beltway



**Benefit Evaluation:**

<b>Evaluation Criteria</b>	<b>Weighted Benefit Score</b>
<b>Person Throughput (up to 45 points)</b> Project will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives.	<b>15</b>
<b>Peak Period Travel Time (up to 15 points)</b> Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	<b>15</b>
<b>Connectivity (up to 15 points)</b> Project provides new modal connections and/or further promotes transportation choice.	<b>10</b>
<b>Accessibility (up to 15 points)</b> Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities.	<b>5</b>
<b>Diversion Mitigation (up to 10 points)</b> Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	<b>3</b>
<b>Total Component Benefit Score</b>	<b>48</b>

**Cost Evaluation:**

<b>Total Project Cost</b>	<b>\$ 292,600</b>
<b>Funding Request</b>	<b>\$ 250,000</b>
<b>Percent of Project Costs Requested</b>	<b>85%</b>
<b>Cost Effectiveness Score (Total Component Benefit Score/Funding Request)</b>	<b>193</b>

**Additional Information:**

These screens give commuters the information needed to choose the best travel option. For example commuters could use Capital Bikeshare to travel to a bus stop or take Metrobus instead of Metrorail to shorten their wait time. This project complements other proposed transit and TDM services for the I-66 corridor. The alternatives provided through this project make it more likely that users will take advantage of alternatives.

The Transform 66 Multimodal Project is done in conjunction with:

